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International Trophy Meeting
Crystal Palace
Spring Bank Holiday 29 May 1967

Organised by the British
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for the

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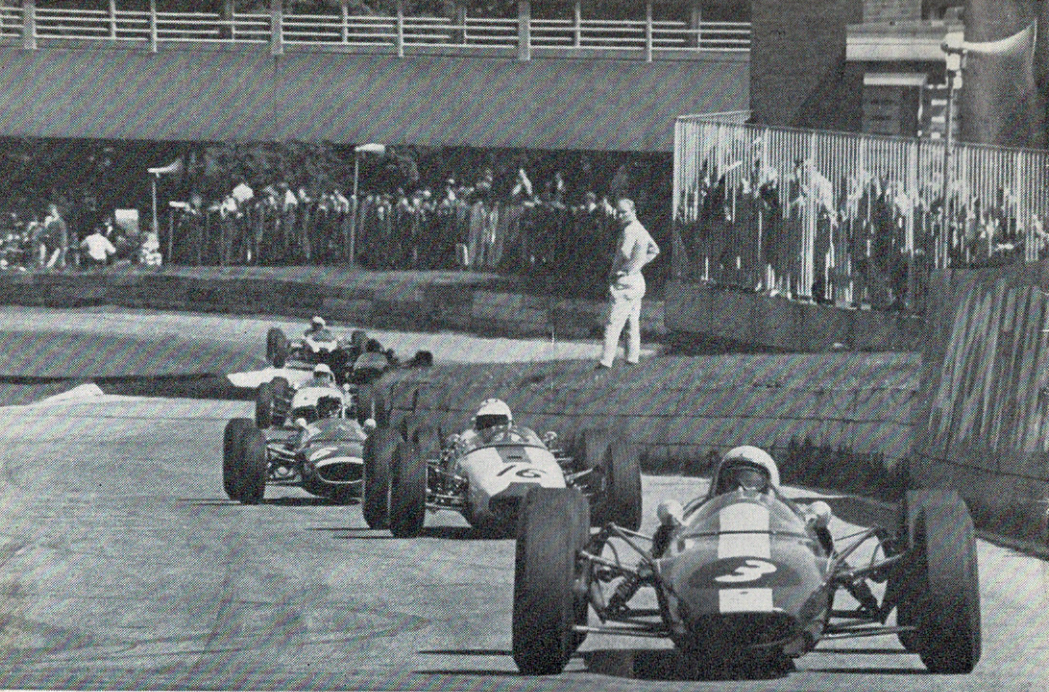


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Peter Arundell (3) leads Trevor Taylor (16) and Frank Gardner (6) into South Tower Corner in the Formula II race last Whitsun

David Piper in his Ferrari 250LM leads the GT field into The Glade in the Anerley Trophy race here last August

Photo by courtesy of "Autocar"



Greater London Council

presents the

BUA International Trophy Meeting

Crystal Palace

Spring Bank Holiday, 29 May 1967

Programme of Motor Racing organised for the
GLC by the
British Racing and Sports Car Club

The Meeting is held under the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club and the additional Supplementary Regulations and Instructions issued by the British Racing and Sports Car Club (R.A.C. Permit No. RS 2858).

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SPECTATORS are requested to disperse in a quiet and orderly manner.

DOGS. In the interests of safety, dogs are not admitted.

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General Secretary: Nicholas Syrett

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Programme of Events

| | | <i>Laps</i> | <i>Start</i> |
|-------------|--|-------------|--------------|
| Event One | THE <i>BUA</i> INTERNATIONAL TROPHY—Heat One Formula 2 Cars | 10 | 1.30 p.m. |
| Event Two | THE ANERLEY TROPHY Prototype sports cars (Group 6) | 15 | 2.00 p.m. |
| Event Three | THE <i>BUA</i> INTERNATIONAL TROPHY—Heat Two Formula 2 Cars | 10 | 2.35 p.m. |
| Event Four | THE NORBURY TROPHY Sports cars (Group 4) | 15 | 3.05 p.m. |
| Event Five | THE <i>BUA</i> INTERNATIONAL TROPHY—Final Formula 2 Cars | 75 | 3.45 p.m. |

Awards

THE *BUA* INTERNATIONAL TROPHY RACE

Overall Results:

1st, £250; 2nd, £150; 3rd, £100; 4th, £75; 5th, £50; 6th, £25.

Other Results:

There will be separate awards for drivers not included in the F.I.A. list of classified drivers for 1967, based upon the position of those drivers qualified to compete for them relative to each other, as follows:

Highest placed non-classified driver, £500.

2nd, £350; 3rd, £325; 4th, £300; 5th, £275; 6th, £250; 7th, £230; 8th, £220; 9th, £210; 10th and below, £200.

THE NORBURY TROPHY RACE

Overall Winner, £100.

In each class, except Overall Winner: 1st, £75; 2nd, £50; 3rd, £25.

THE ANERLEY TROPHY RACE

Overall Winner, £75.

In each class, except Overall Winner: 1st, £50; 2nd, £30; 3rd, £20.

Presentation of Awards

The *BUA* International
Trophy will be presented
by Mr. P. A. Mackenzie,
BUA Chief Pilot

The Norbury Trophy
and the Anerley Trophy
will be presented by
Mr. Gordon Dixon,
GLC Parks Committee
Chairman

Today's Competitors

| No. | Entrant and Driver | Car |
|---|---|-----------------------|
| THE BUA INTERNATIONAL TROPHY (For Formula 2 Cars) | | |
| 1 | Team Lotus Ltd. (Driver: To be nominated) | Lotus-Ford |
| 2 | Team Lotus Ltd. (Driver: To be nominated) | Lotus-Ford |
| 3 | Lotus Components Ltd. (Driver: J. Oliver) | Lotus-Ford |
| 4 | Gerard Cooper Racing (Driver: M. Beckwith) | Cooper-Ford |
| 5 | Gerard Cooper Racing (Driver: P. Gethin) | Cooper-Ford |
| 6 | R. H. H. Parnell (Driver: M. Spence) | Parnell-Ford |
| 7 | Lola Racing Ltd. (Driver: J. Surtees) | Lola-Ford |
| 8 | David Bridges (Driver: B. Redman) | Lola-B.M.W. |
| 9 | Ron Harris Racing Division (Driver: B. Hart) | Protos-Ford |
| 10 | Ron Harris Racing Division (Driver: E. Offenstadt) | Protos-Ford |
| 11 | Team Alexis (Driver: D. Hobbs) | Alexis-Ford |
| 12 | W. A. Jones (Driver: P. Robinson) | Alexis-Ford |
| 14 | D. E. Darby | Cooper-Ford |
| 15 | Frank Manning Racing Ltd. (Driver: R. Lamplough) | Lola-Ford |
| 16 | Matra Sports (Driver: J-P. Beltoise) | Matra-Ford |
| 21 | Motor Racing Developments Ltd. (Driver: F. Gardner) | Recco Brabham-Ford |
| 22 | Roy Winkelmann Racing Ltd. (Driver: A. Rees) | Recco Brabham-Ford |
| 23 | Witley Racing Syndicate (Driver: R. Widdows) | Recco Brabham-Ford |
| 24 | D. Bridges | Recco Brabham-Ford |
| 25 | David Bridges (Driver: F. W. Smith) | Recco Brabham-Ford |
| 26 | I. Raby | Recco Brabham-Ford |
| 27 | McKechnie Racing Organisation (Driver: C. Lambert) | Recco Brabham-Ford |
| 28 | A. Fletcher | Recco Brabham-Ford |
| 29 | McLaren Racing Ltd. (Driver: B. McLaren) | McLaren-Ford |
| 30 | John Coombs (Driver: P. Courage) | McLaren-Ford |
| 31 | Tyrrell Racing Organisation Ltd. (Driver: J. Ickx) | Matra-Ford |
| 32 | Tyrrell Racing Organisation Ltd. (Driver: To be nominated) | Matra-Ford |
| 33 | A. M. R. Mallock | U2-Ford |
| 34 | Meadspeed Racing (Driver: M. Mosley) | Reeves-Ford |
| 35 | Matra Sports (Driver: J. Servoz-Gavin) | Matra-Ford |
| THE NORBURY TROPHY (For Group 4 Sports Cars) | | |
| 41 | Sidney Taylor (Driver: F. Gardner) | Ford GT40 |
| 42 | P. Hawkins | Ford GT40 |
| 43 | Viscount Downe (Driver: M. Salmon) | Ford GT40 |
| 44 | P. Sutcliffe | Ford GT40 |
| 45 | J. N. Cuthbert (Driver: E. J. Liddell) | Ford GT40 |
| 46 | Malcolm Gartlan (Driver: J. Harris) | Ford GT40 |
| 47 | T. J. Drury | Ford GT40 |
| 48 | Maranello Concessionaires Ltd. (Driver: R. Attwood) | Ferrari 250LM |
| 49 | D. Piper | Ferrari 250LM |
| 50 | D. Prophet | Ferrari 250LM |
| 51 | J. Edmonds | Ferrari 250LM |
| 52 | Drummond Racing Organisation (Driver: R. Feilding) | Ferrari 250LM |
| 53 | P. Clarke | Ferrari 250LM |
| 54 | N. Granville-Smith (3rd Reserve) | Shelby American Cobra |
| 61 | A. G. Dean (Racing) Ltd. (Driver: A. Dean) | Porsche 906 |
| 62 | W. Bradley | Porsche 906 |
| 63 | Mefco Racing (Driver: M. Hone or J. Morris) | Porsche 904 |
| 64 | M. G. de'Udy (1st Reserve) | Porsche 906 |
| 65 | S. Luscombe-Whyte (Driver: W. Pearce) (2nd Reserve) | Porsche 904 |
| 66 | J. B. Wingfield (4th Reserve) | Elva Courier |
| THE ANERLEY TROPHY (For Group 6 Prototype Sports Cars) | | |
| 71 | Epstein Enterprises Ltd. (Driver: J. Epstein) | Lola-70 Mk. 3 GT |
| 72 | M. G. de'Udy | Lola-70 Mk. 3 GT |
| 73 | D. Piper | Ferrari 365 P2 |
| 74 | Warren Pearce Racing Organisation (Driver: W. Pearce) | Jaguar |
| 75 | Warren Pearce Racing Organisation (Driver: J. Quick) | Jaguar |
| 81 | Chevron Cars (Driver: D. Bennett) | Chevron GT |
| 82 | Robert Ashcroft Racing Ltd. (Driver: D. Martland) | Chevron GT |
| 83 | Anthony Stevens (Driver: P. R. H. Gaydon) | DeSauto Stevens |
| 84 | W. Green | Ginetta G12 |
| 85 | W. J. Tee (Driver: M. Twite) | Ginetta G12 |
| 86 | Mag-Cap Racing Ltd. (Driver: A. Harvey) | Ginetta G12 |
| 87 | P. & M. Racing Preparations (Driver: K. D. Jupp) | Ginetta G12 |
| 88 | Nick Moor Racing (Driver: J. Blades) | Lotus 47 |
| 89 | J. F. Morley | Lotus 47 |
| 90 | R. H. Bell | Piper GT |
| 91 | M. Konig | Nomad GT |
| 92 | C. Barber (Driver: J. Hine) (1st Reserve) | Lotus 47 |
| 93 | D. Bridges (Driver: B. Redman or A. Rollinson) (2nd Reserve) | Chevron GT |



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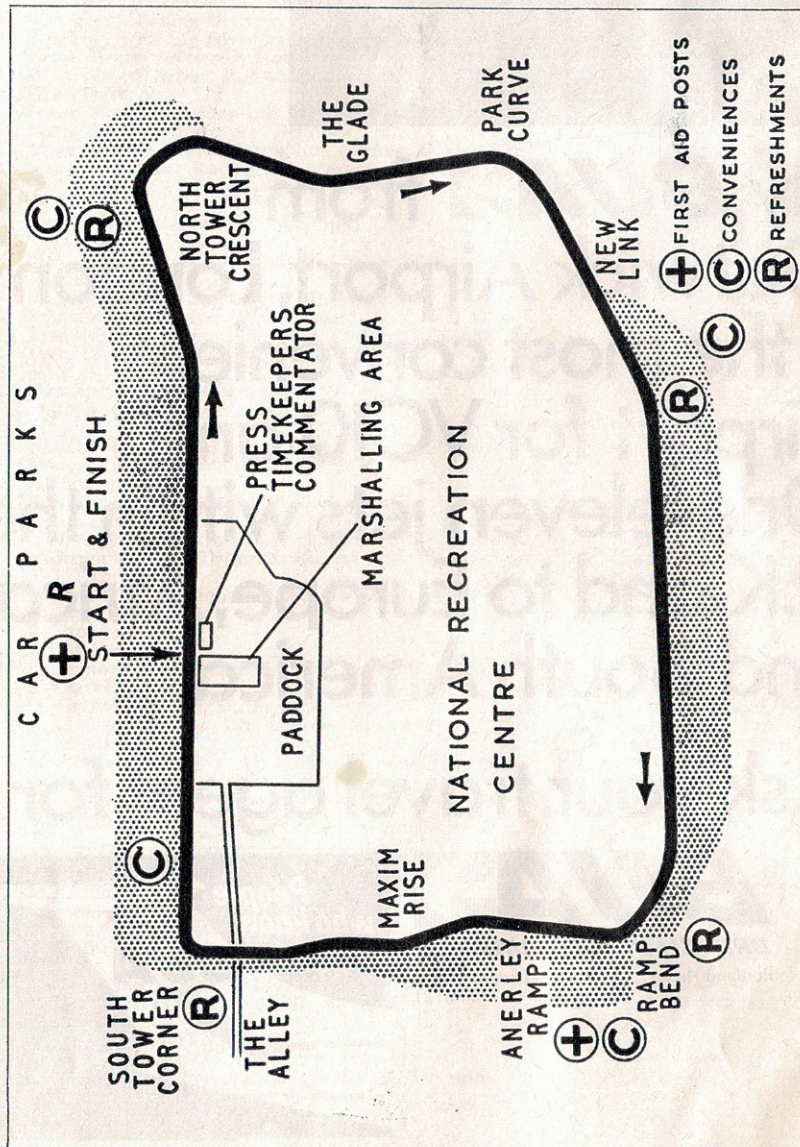
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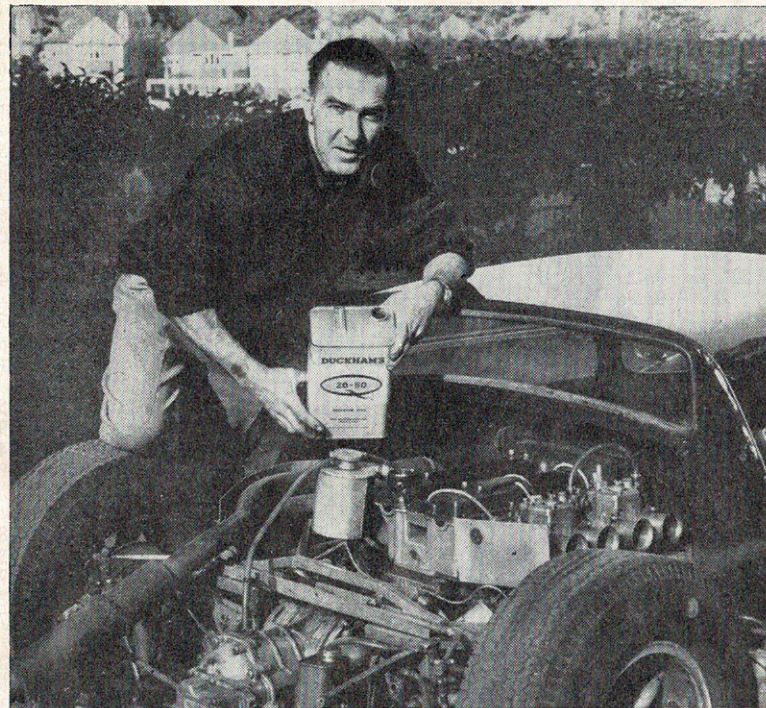
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Map of the Crystal Palace Circuit



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Lap Speed Table

1 lap=1.39 miles

| LAP TIME | SPEED | LAP TIME | SPEED | LAP TIME | SPEED | LAP TIME | SPEED |
|----------|--------|----------|--------|----------|--------|----------|--------|
| M. S. | M.P.H. | M. S. | M.P.H. | M. S. | M.P.H. | M. S. | M.P.H. |
| 0 51 | 98.12 | 1 0 | 83.40 | 1 9 | 72.52 | 1 18 | 64.15 |
| .2 | 97.73 | .2 | 83.12 | .2 | 72.31 | .2 | 63.99 |
| .4 | 97.35 | .4 | 82.85 | .4 | 72.10 | .4 | 63.83 |
| .6 | 96.98 | .6 | 82.57 | .6 | 71.90 | .6 | 63.66 |
| .8 | 96.60 | .8 | 82.30 | .8 | 71.69 | .8 | 63.50 |
| 0 52 | 96.23 | 1 1 | 82.03 | 1 10 | 71.49 | 1 19 | 63.34 |
| .2 | 95.86 | .2 | 81.76 | .2 | 71.28 | .2 | 63.18 |
| .4 | 95.50 | .4 | 81.50 | .4 | 71.08 | .4 | 63.02 |
| .6 | 95.13 | .6 | 81.23 | .6 | 70.88 | .6 | 62.86 |
| .8 | 94.77 | .8 | 80.97 | .8 | 70.68 | .8 | 62.71 |
| 0 53 | 94.42 | 1 2 | 80.71 | 1 11 | 70.48 | 1 20 | 62.55 |
| .2 | 94.06 | .2 | 80.45 | .2 | 70.28 | .2 | 62.39 |
| .4 | 93.71 | .4 | 80.19 | .4 | 70.08 | .4 | 62.24 |
| .6 | 93.36 | .6 | 79.94 | .6 | 69.89 | .6 | 62.08 |
| .8 | 93.01 | .8 | 79.68 | .8 | 69.69 | .8 | 61.93 |
| 0 54 | 92.67 | 1 3 | 79.43 | 1 12 | 69.50 | 1 21 | 61.78 |
| .2 | 92.32 | .2 | 79.18 | .2 | 69.31 | .2 | 61.63 |
| .4 | 91.99 | .4 | 78.93 | .4 | 69.12 | .4 | 61.47 |
| .6 | 91.65 | .6 | 78.68 | .6 | 68.93 | .6 | 61.32 |
| .8 | 91.31 | .8 | 78.43 | .8 | 68.74 | .8 | 61.17 |
| 0 55 | 90.98 | 1 4 | 78.19 | 1 13 | 68.55 | 1 22 | 61.02 |
| .2 | 90.65 | .2 | 77.94 | .2 | 68.36 | .2 | 60.88 |
| .4 | 90.32 | .4 | 77.70 | .4 | 68.17 | .4 | 60.73 |
| .6 | 90.00 | .6 | 77.46 | .6 | 67.99 | .6 | 60.58 |
| .8 | 89.68 | .8 | 77.22 | .8 | 67.80 | .8 | 60.43 |
| 0 56 | 89.36 | 1 5 | 76.98 | 1 14 | 67.62 | 1 23 | 60.29 |
| .2 | 89.04 | .2 | 76.75 | .2 | 67.44 | .2 | 60.14 |
| .4 | 88.72 | .4 | 76.51 | .4 | 67.26 | .4 | 60.00 |
| .6 | 88.41 | .6 | 76.28 | .6 | 67.08 | .6 | 59.86 |
| .8 | 88.10 | .8 | 76.08 | .8 | 66.90 | .8 | 59.71 |
| 0 57 | 87.79 | 1 6 | 75.82 | 1 15 | 66.72 | 1 24 | 59.57 |
| .2 | 87.48 | .2 | 75.59 | .2 | 66.54 | .2 | 59.43 |
| .4 | 87.18 | .4 | 75.36 | .4 | 66.37 | .4 | 59.29 |
| .6 | 86.88 | .6 | 75.14 | .6 | 66.19 | .6 | 59.15 |
| .8 | 86.57 | .8 | 74.91 | .8 | 66.02 | .8 | 59.01 |
| 0 58 | 86.28 | 1 7 | 74.69 | 1 16 | 65.84 | 1 25 | 58.87 |
| .2 | 85.98 | .2 | 74.46 | .2 | 65.67 | .2 | 58.73 |
| .4 | 85.68 | .4 | 74.24 | .4 | 65.50 | .4 | 58.59 |
| .6 | 85.39 | .6 | 74.02 | .6 | 65.33 | .6 | 58.46 |
| .8 | 85.10 | .8 | 73.81 | .8 | 65.16 | .8 | 58.32 |
| 0 59 | 84.81 | 1 8 | 73.59 | 1 17 | 64.99 | 1 26 | 58.19 |
| .2 | 84.53 | .2 | 73.37 | .2 | 64.82 | .2 | 58.05 |
| .4 | 84.24 | .4 | 73.16 | .4 | 64.65 | .4 | 57.92 |
| .6 | 83.96 | .6 | 72.94 | .6 | 64.48 | .6 | 57.78 |
| .8 | 83.68 | .8 | 72.73 | .8 | 64.32 | .8 | 57.65 |



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Today's Racing

The main event on this afternoon's programme will be the longest race ever held at the Palace. This is the seventy-five lap final of the British United Airways International Trophy Race for Formula 2 cars.

The event has attracted an excellent entry despite the counter-attractions of Indianapolis. Interest has in fact been so great that two ten lap heats will be held to decide the sixteen cars qualifying for the final.

Although many of the faces will be familiar to Palace spectators, quite a selection of new machinery will be in action in the various events. Amongst the entries in the first heat of the Formula 2 race are two of the latest Team Lotus factory cars and another similar car entered by Lotus Components Ltd. and driven by Jack Oliver. Jack is no stranger to the circuit and he holds a couple of lap records in GT classes. Mike Beckwith will be driving one of the two works Coopers entered by Bob Gerard in this heat whilst Brian Hart and Eric Offenstadt will be at the wheel of the two revolutionary Frank Costin designed Protos Fords. Lastly, and most definitely a force to be reckoned with, is former World Champion John Surtees driving a Ford-powered Lola. His successes at the Palace date well back into his motor-cycling days. After his convincing win a couple of Sundays back in the Guards' International Formula 2 Trophy race at Mallory Park, he will have very many eyes upon him.

The second heat includes many of the drivers whom Surtees beat on that occasion. Bruce McLaren will be in his McLaren Ford, accompanied by another McLaren entered by John Coombs and driven by Piers Courage. They will come up against Frank Gardner in the works Brabham and a second Brabham, entered by the Roy Winkelmann Organisation, will be driven by Alan Rees who finished overall third on his last outing at the Palace in the old Formula Two event. The young Belgian Jacky Ickx should be very much in the hunt as should a late entry from the Matra Organisation in Paris who have sent over two brand new cars to be driven by Jean-Pierre Beltoise and John Servoz-Gavin.

There are only two supporting races on this afternoon's programme. The main one—for Group 4 Sports Cars—will be a confrontation between seven Ford GT40s and six Ferrari 250LMs. Porsches have a monopoly of the up to two litre class in this event including three of their latest model Carrera 6s.

Completing an exciting afternoon's racing will be the first event staged in England solely for Prototype Sports Cars. A wide variety of machinery will be assembled to contest the up to two litre category including a completely new DeSauto Stevens powered by a mysterious two-litre V8 Sunbeam engine. David Piper in a Ferrari at the head of the field is a common sight on this circuit and on his last appearance here he carried off the Anerley Trophy for special G.T. cars. Today in his very successful Ferrari 365P2/3 his main competition in the larger class should come from two very special "E" type Jaguars entered by the Warren Pearce Racing Organisation and two brand new Lola 70 Mark 3 GTs.

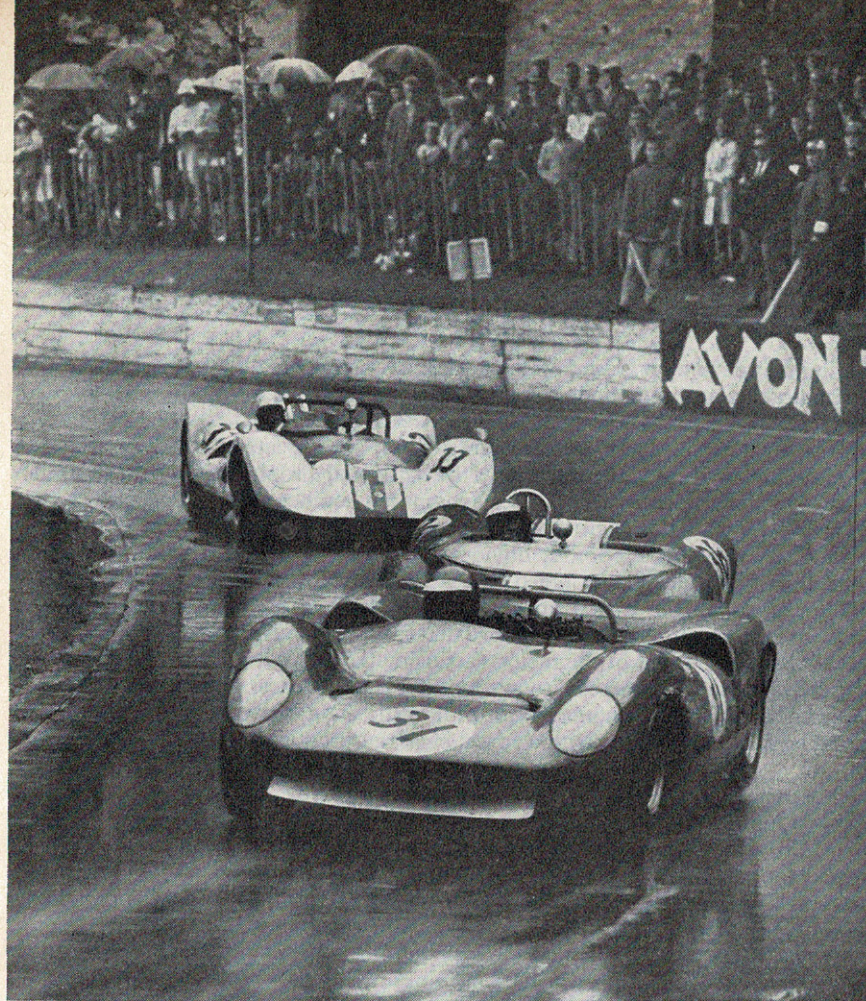


Photo by courtesy of Autocar

Even the rain didn't prevent M. Daghorn (31) from hanging on to his lead over P. Gethin (36) to win the Norbury Trophy at the August meeting

Sandwiches
Tea
Minerals
Beer
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Cakes
Coffee
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Spirits
Cigarettes

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The positions of the main Refreshment Marquees are shown on the plan opposite

Racing Today—Your's Tomorrow?

by Graham Macbeth

You might not think it from looking at the cars racing here this afternoon, but the international controlling body of motor racing seems to be trying to link nearly all forms of the sport with production-type cars.

Even the European Formula (or Formula 2) single-seaters, which provide the field for the British United Airways International Trophy Race, have to use an engine block taken from cars of which a minimum number of 500 recognised models have been made within a period of 12 months.

This accent of production is obviously made in the best intentions, to keep down cost and improve the breed of the sort of car seen on the road but while motor racing can be proved, most definitely, to cause ordinary cars to become better, it is much more difficult to prove that compulsory use of production cylinder blocks reduces the cost of the racing cars using them.

Indeed, most engineers seem to agree that it is a lot dearer to have to use a block designed for a family saloon and turn it into the main component of a specialised racing engine than to start with a free design and produce a purpose-built unit for the job.

This assumes, of course, that you are controlled by the number of cylinders in the formula, as is the case in Formula 2 at the present time. This current Formula 2 (or European Formula as most organisers would like it to be known—Formula 2 smacks too much of the second division) came into existence on 1st January of this year and is for single-seater racing cars with an engine capacity of more than 1,300 c.c. and not more than 1,600 c.c.

The special requirement is that the cylinder block must come from a production engine (as already mentioned) which has not more than six cylinders.

In England, the best set is the Ford Cortina engine and Cosworth Engineering were commissioned by the Ford Motor Company to make a special racing unit out of the Cortina. So far, this has been by far the most successful engine of the Formula, developing something over 200 horsepower (about three times as much as the normal production Cortina engine in its most basic form) and having a special cylinder head design which has a good deal in common with that of the new Ford Grand Prix V8 due to make its racing debut in a few days time.

For those drivers who cannot lay their hands on a Cosworth unit, the Ford Cortina-Lotus engine is an obvious choice. In Germany, B.M.W. have developed a special cylinder head for their saloon car unit, using a very interesting radial valve layout which also gives outstanding power. In Italy, Ferrari has concluded an arrangement with Fiat for the latter to make at least 500 Dino sports two-seaters powered by a production version of the Ferrari Dino V6 racing engine, so that Ferrari can use the units as the basis of his Formula 2 racing car.

These Fiat Dinosaurs will comply with the international Group 3 racing requirements which specify the dimensions of the car and control the modifications permitted to its engine, transmission, suspension and so on.

Very many of the same requirements are also enforced for the Group 4 cars which race in the Norbury Trophy event today. Here the requirement is that 50 identical models must be made within a year and this is a very difficult figure to achieve—it is rather a large number for a comparatively small manufacturer (such as Ferrari) to build and also an awkward number to sell for, truthfully speaking, these are out-and-out racing cars (even though they may be fitted with two seats and a minimum amount of luggage space) and they are astronomically expensive.

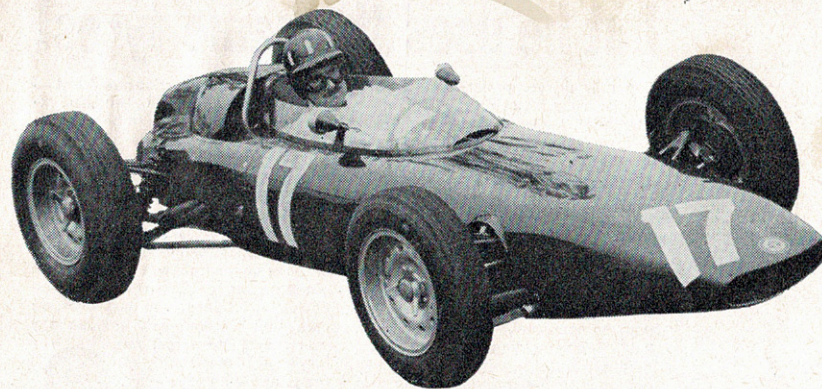
The Group 6 cars (Anerley Trophy Race) must conform to exactly the same specification system as the Group 4 cars but there is no requirement on minimum production, so that there are no restrictions on engine design or modification. In fact, Group 4 cars often compete in Group 6 events and with outstanding success.

Lest it be thought that the single-seaters are much less strictly controlled than the two-seaters, it is worth noting that they are officially classified as Group 8 cars and, in addition to the engine requirements, they need to run on pump petrol, must not weigh less than 420 kilogrammes, must have a reverse gear, must not have more than five forward gears and must comply with a number of safety rules.

These safety rules tend to find their way into car production in time and several manufacturers are now following racing car practice by fitting double braking systems. There is a good deal of research, too, in petrol tank safety which could also help ordinary motorists in years to come.

Progress in motor engineering is increasing all the time and the pace is getting more rapid. Who knows, your family Ford may soon have a cylinder head closely resembling today's Cosworth unit and the sporty types among you may soon be driving around in cars much akin to the Group 4 racers which, after all, are the Group 6 cars of 1965 slightly rationalised and made in small production batches.


HEPOLITE LEADS!



Competitors from all nations rely on the superb quality of HEPOLITE pistons, pins, rings and liners for peak performance and success. You can also achieve top performance, reliability and real economy from your engine by installing HEPOLITE fine quality products.

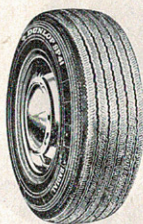
**HEPOLITE**

Hepworth & Grandage Limited
Bradford 4

 **THE ASSOCIATED ENGINEERING GROUP**



Dad's no top rally driver— but he uses the same tyres!



Top rally drivers prefer Dunlop 'SP' radials. They insist on 'SP' for most international events — and win on them. And, remember, these very experienced drivers find 'SP' radials best in conditions comparable to your own. Tougher, perhaps, but still with cars like yours; and mostly on made-up roads. In other words 'SP' are special but not 'specialist' tyres.

You can fit them, too — 'SP' rally-proved radials give you greatly increased mileage over cross-ply tyres, which more than compensates for the little extra cost. Supplementing this, remarkable roadhold and steering control; a small but positive fuel saving; quieter and more comfortable running through reduction in road roar; better tyre and car performance all round.

A 4-tyre range to choose from — SP41, the all-purpose radial which no experienced motorist should be without; SP41HR for cars capable of 125 mph and over; SP44 for new, high standards of safety in the worst of winter conditions; SP3, a particularly rugged radial for rallying.

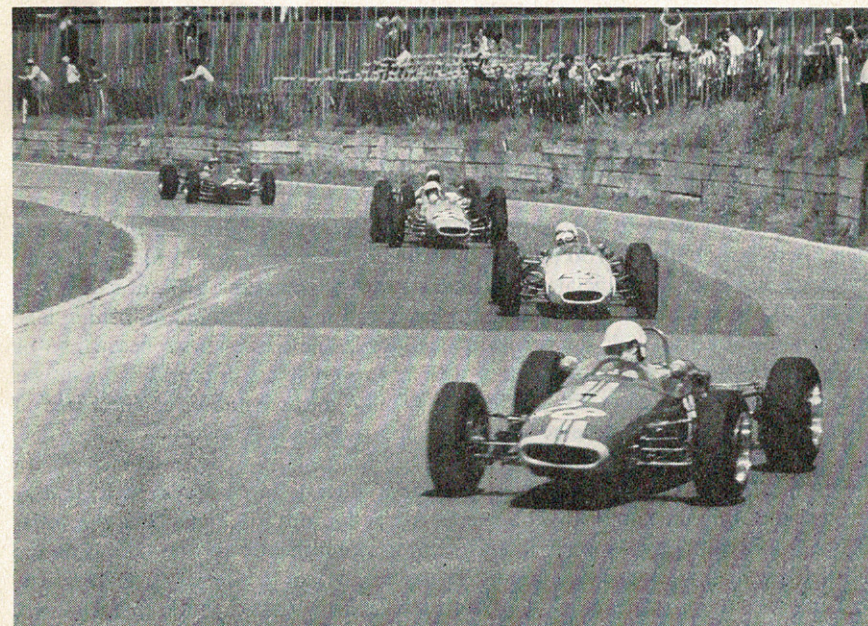
Reminder — Never mix radial-ply and cross-ply on the same axle or use radial-ply tyres on the front wheels if you have cross-ply on the back. For advice on correct tyre fitment and pressures, on care and maintenance and on any mechanical adjustment that may be necessary to prevent irregular or excessive tyre wear — **in fact, for top tyre service, call where you see this sign.**



DUNLOP SP RADIALS
RALLY-PROVED FOR YOUR KIND OF MOTORING



One way of taking a corner—as demonstrated by R. Calcutt (42) in a smaller saloon dice at last July's meeting



Formula IIIs in action in heat two of the Holts Trophy Race at the 2nd July meeting last year

Crystal Palace

London's own race circuit, dating from the 1930s, was a popular venue for motor and motor cycle racing even before the war but the tortuous inner loop kept speeds down and made overtaking difficult. When motor sport was re-started by the London County Council in 1953, following the transfer of Crystal Palace to that Council by Act of Parliament the previous year, the inner loop was dispensed with and a shorter, faster circuit of 1.39 miles established. Most of the post-war "names" in motor racing have appeared at Crystal Palace and Stirling Moss, the late Mike Hawthorn, Surtees, Clark and Brabham, the current world champion, have all held lap records in their time.

In 1965 the circuit was taken over by the Greater London Council which has continued the L.C.C.'s practice of itself promoting most of the race meetings there. The major racing clubs, such as the B.R.S.C.C. which has organised today's racing for the Council, are of course responsible for entries and the programme of races.

Circuit administration is by the G.L.C. Parks Department, which is also responsible for the attractive park bordering the bottom straight of the race track. Here there is a children's zoo (visited by over 175,000 each year), a large rock and water garden and an artificial ski slope. Also to be seen are the famous life-size models of prehistoric monsters, sited on the island in the boating and fishing lake and now restored to their former ferocious glory. The size of these beasts can be judged from the fact that, to celebrate their near completion, a grand banquet was organised on New Year's Eve, 1853, the twenty guests actually being seated at table inside the half-completed corpus of the mighty iguanodon.

For those musically inclined there are band concerts in the park each Sunday afternoon during the summer but a special attraction not to be missed is the series of open air symphony concerts in the natural amphitheatre by the lake near the North Tower corner of the race circuit. These concerts are on Sunday evenings from 11 June to 9 July, starting at 7.30. Full details from G.L.C. Parks Department, Cavell House, 2A Charing Cross Road, W.C.2 (telephone TEM 5464), from whom an interesting free booklet about the monsters can also be obtained.

FUTURE RACE MEETINGS

at Crystal Palace in 1967

SATURDAY AUGUST 5

Motor Race Meeting

organised by the British Automobile Racing Club

BANK HOLIDAY AUGUST 28

Motor Cycle Race Meeting

organised by British Motor Cycle Racing Club

SATURDAY SEPTEMBER 9

Motor Race Meeting

Presented and organised by the British Automobile Racing Club

If you would like your name added to our mailing list, please write:—Chief Officer of the Parks Department (A5), Cavell House, 2a Charing Cross Road, London, W.C.2.

Lap and Race Records

Motor Cars

1. LAP RECORDS

| Class | Driver | Car | Time (secs) | Speed (m.p.h.) | Date |
|----------------------|---|--|-------------|----------------|---------|
| Formula II ... | { J. Brabham ... D. Hulme ... } | { Brabham-Honda ... Brabham-Honda } | 55.2 | 90.63 | 30.5.66 |
| Sports Cars: | | | | | |
| Up to 1150 c.c. ... | J. Hine ... | Lotus Ford ... | 60.2 | 83.12 | 31.7.65 |
| Over 1150 c.c. ... | T. Hitchcock ... | Brabham-Climax... | 56.4 | 88.72 | 31.7.65 |
| Group 4 Sports Cars: | | | | | |
| *1601—2500 c.c. ... | J. Miles ... | Turner-Ford ... | 66.0 | 75.82 | 7.9.63 |
| *Over 2500 c.c. ... | { E. R. Protheroe ... D. Piper ... } | { Jaguar E ... Ferrari 250 } | 63.4 | 78.93 | 1.9.62 |

*Set in a G.T. race prior to Group 4

2. RACE RECORDS

| Class | Driver | Car | Speed (m.p.h.) | Date |
|----------------------|-----------------|---------------------|----------------|--------|
| Formula II ... | J. Clark | Lotus-Cosworth-Ford | 89.19 | 7.6.65 |
| Sports Cars: | | | | |
| Up to 1150 c.c. ... | J. Hine ... | Lotus Ford ... | 80.89 | 7.6.65 |
| Over 1150 c.c. ... | D. Hulme ... | Brabham Climax ... | 86.52 | 7.6.65 |
| Group 4 Sports Cars: | | | | |
| *1601—2500 c.c. ... | J. Miles ... | Turner-Ford ... | 74.08 | 7.9.63 |
| *Over 2500 c.c. ... | E. R. Protheroe | Jaguar E ... | 77.69 | 7.9.63 |

*Set in a G.T. race prior to Group 4



International Flag Signals

Union Jack: The national flag of the country is used to start all races.

Chequered Flag: Signifies the end of the race.

Yellow Flag (No Overtaking) (Stationary): Caution, danger ahead.

Yellow (Waved): Great danger ahead. BE PREPARED TO STOP.

Blue Flag (Stationary): You are being closely followed.

Blue Flag (Waved): You are about to be overtaken.

Yellow and Red Flag (Stationary): Caution, slippery surface ahead, probably oil.

Yellow and Red Flag (Waved): Extremely slippery surface ahead, great danger.

Black Flag: Car with number shown stop at pits next time around.

White Flag (Stationary): Caution, Service vehicle/s on circuit have priority.

White Flag (Waved): Extreme Caution. Service vehicle/s directly ahead.

Red Flag: All cars stop IMMEDIATELY. Racing terminated.

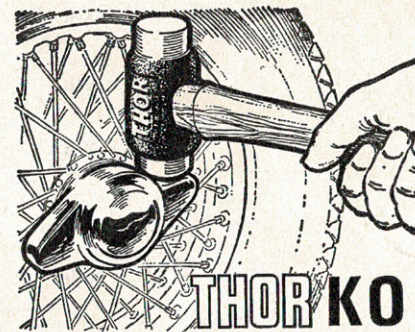


Courage

is the Word for Beer

Crystal Palace
Concert Bowl
Open Air Symphony
Concerts 1967
Sundays at 7.30
11 June—9 July

Deckchairs, numbered and reserved 4/6, bookable from Parks Dept, Cavell House, Charing Cross Road, W.C.2 (Tel 01-836 5464 ext 133) 2000 unreserved seats



THOR KO
KNOCK-OFF WHEEL NUT HAMMER

For loosening or tightening wheel nuts . . . WITHOUT DAMAGE. Ref. 12AP, 1½ in. dia. faces, 1½ lb. attractively cartoned. Retail price 10/- from Halfords or most good tool dealers.

Heavy malleable iron head fitted with one aluminium face and one of very tough plastics material. A sharp blow with the aluminium face will loosen even the tightest wheel nut which may then be tapped off with the plastic face of the hammer. A most handy tool for other garage and home hammering jobs.

Send for details of full range of soft-faced hammers.

THOR HAMMER
COMPANY LIMITED
HIGHLANDS RD., SHIRLEY, BIRMINGHAM

Event 1

Start 1.30 p.m.

Lap Chart

| | LAP | | | | | | | | | |
|------|-----|---|---|---|---|---|---|---|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1st | | | | | | | | | | |
| 2nd | | | | | | | | | | |
| 3rd | | | | | | | | | | |
| 4th | | | | | | | | | | |
| 5th | | | | | | | | | | |
| 6th | | | | | | | | | | |
| 7th | | | | | | | | | | |
| 8th | | | | | | | | | | |
| 9th | | | | | | | | | | |
| 10th | | | | | | | | | | |
| 11th | | | | | | | | | | |
| 12th | | | | | | | | | | |
| 13th | | | | | | | | | | |
| 14th | | | | | | | | | | |

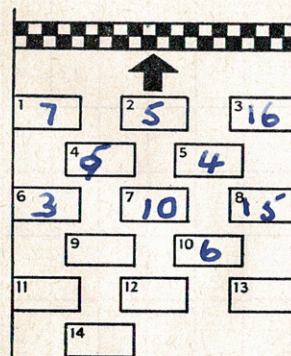
THE BUA INTERNATIONAL TROPHY

(Heat One)

10 Laps—14 miles

Single-seater racing cars complying with the F.I.A. International Formula 2. This Heat will be used to determine the cars qualifying to take part in the Final.

| No. | Entrant and Driver | Car | c.c |
|-----|---|------------------|------|
| 1 | Team Lotus Ltd. (Driver: To be nominated) ... | Lotus-Ford ... | 1594 |
| 2 | Team Lotus Ltd. (Driver: To be nominated) ... | Lotus-Ford ... | 1594 |
| 3 | Lotus Components Ltd. (Driver: J. Oliver) ... | Lotus-Ford ... | 1594 |
| 4 | Gerard Cooper Racing (Driver: M. Beckwith)... | Cooper-Ford ... | 1594 |
| 5 | Gerard Cooper Racing (Driver: P. Gethin) ... | Cooper-Ford ... | 1594 |
| 6 | R. H. H. Parnell (Driver: M. Spence) ... | Parnell-Ford ... | 1594 |
| 7 | Lola Racing Limited (Driver: J. Surtees) ... | Lola-Ford ... | 1594 |
| 8 | David Bridges (Driver: B. Redman) ... | Lola-B.M.W. ... | 1594 |
| 9 | Ron Harris Racing Division (Driver: B. Hart)... | Protos-Ford ... | 1594 |
| 10 | Ron Harris Racing Division ... (Driver: E. Offenstadt) | Protos-Ford ... | 1594 |
| 11 | Team Alexis (Driver: D. Hobbs) ... | Alexis-Ford ... | 1594 |
| 12 | W. A. Jones (Driver: P. Robinson) ... | Alexis-Ford ... | 1594 |
| 14 | D. E. Darby ... | Cooper-Ford ... | 1498 |
| 15 | Frank Manning Racing Ltd. ... (Driver: R. Lamplough) | Lola-Ford ... | 1594 |
| 16 | Matra Sports (Driver: J-P. Beltoise) ... | Matra Ford ... | 1594 |



RESULT

| | | |
|--------------------------|---------------|--------|
| 1st..... | 16 | |
| 2nd..... | 7 | |
| 3rd..... | 3 | |
| 4th..... | 4 | |
| Winner's Speed..... | 91.92 | m.p.h. |
| Fastest Lap: Car No..... | 16/7 | |
| Time..... | 53.4 at 93.71 | m.p.h. |

Event 2

Start 2.00 p.m.

Lap Chart

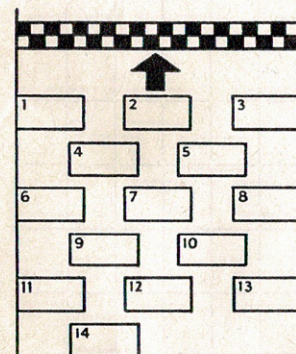
| | LAP | | | | | | | | | | | | | | |
|------|-----|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 1st | | | | | | | | | | | | | | | |
| 2nd | | | | | | | | | | | | | | | |
| 3rd | | | | | | | | | | | | | | | |
| 4th | | | | | | | | | | | | | | | |
| 5th | | | | | | | | | | | | | | | |
| 6th | | | | | | | | | | | | | | | |
| 7th | | | | | | | | | | | | | | | |
| 8th | | | | | | | | | | | | | | | |
| 9th | | | | | | | | | | | | | | | |
| 10th | | | | | | | | | | | | | | | |
| 11th | | | | | | | | | | | | | | | |
| 12th | | | | | | | | | | | | | | | |
| 13th | | | | | | | | | | | | | | | |
| 14th | | | | | | | | | | | | | | | |

THE ANERLEY TROPHY

15 Laps—21 miles

A scratch race for Prototype Sports Cars complying with Appendix 'J' Group 6 to the International Sporting Code in two classes, over 2000 c.c. and up to 2000 c.c.

| No. | Entrant and Driver | Car | c.c. |
|--------------------------------|--|------------------|------|
| Class A—Over 2000 c.c. | | | |
| 71 | Epstein Enterprizes Ltd. (Driver: J. Epstein) | Lola-70 Mk. 3 GT | 5948 |
| 72 | M. G. de'Udy | Lola-70 Mk. 3 GT | 5492 |
| 73 | D. Piper | Ferrari 365 P2 | 4380 |
| 74 | Warren Pearce Racing Organisation (Driver: W. Pearce) | Jaguar | 3781 |
| 75 | Warren Pearce Racing Organisation (Driver: J. Quick) | Jaguar | 3781 |
| Class B—Up to 2000 c.c. | | | |
| 81 | Chevron Cars (Driver: D. Bennett) | Chevron GT | 1998 |
| 82 | Robert Ashcroft Racing Ltd. (Driver: D. Martland) | Chevron GT | 1998 |
| 83 | Anthony Stevens (Driver: P. R. H. Gaydon) | DeSauto Stevens | 1996 |
| 84 | W. Green | Ginetta G12 | 1594 |
| 85 | W. J. Tee (Driver: M. Twite) | Ginetta G12 | 1594 |
| 86 | Mag-Cap Racing Ltd. (Driver: A. Harvey) | Ginetta G12 | 1594 |
| 87 | P & M Racing Preparations (Driver: K. D. Jupp) | Ginetta G12 | 1594 |
| 88 | Nick Moor Racing (Driver: J. Blades) | Lotus 47 | 1594 |
| 89 | J. F. Morley | Lotus 47 | 1594 |
| 90 | R. H. Bell | Piper GT | 1594 |
| 91 | M. Konig | Nomad GT | 1594 |
| RESERVES: | | | |
| 92 | C. Barber (Driver: J. Hine) (1st Reserve) | Lotus 47 | 1594 |
| 93 | D. Bridges (Driver: B. Redman or A. Rollinson) (2nd Reserve) | Chevron GT | 1930 |



RESULT

| | CLASSES | |
|--------------------------|----------------------|----|
| | A | B |
| 1st..... | 72 | 93 |
| 2nd..... | 75 | 81 |
| 3rd..... | 73 | 82 |
| 4th..... | / | |
| Winner's Speed..... | 88.72 m.p.h. | |
| Fastest Lap: Car No..... | 72 | |
| Time..... | 56.2 at 89.04 m.p.h. | |

Event 3

Start 2.35 p.m.

Lap Chart

| | LAP | | | | | | | | | |
|------|-----|---|---|---|---|---|---|---|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1st | | | | | | | | | | |
| 2nd | | | | | | | | | | |
| 3rd | | | | | | | | | | |
| 4th | | | | | | | | | | |
| 5th | | | | | | | | | | |
| 6th | | | | | | | | | | |
| 7th | | | | | | | | | | |
| 8th | | | | | | | | | | |
| 9th | | | | | | | | | | |
| 10th | | | | | | | | | | |
| 11th | | | | | | | | | | |
| 12th | | | | | | | | | | |
| 13th | | | | | | | | | | |
| 14th | | | | | | | | | | |

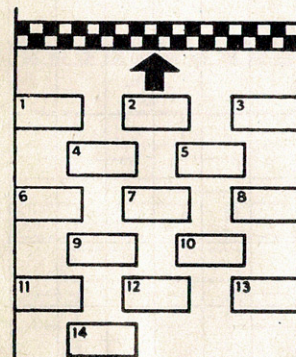
THE BUA INTERNATIONAL TROPHY

(Heat Two)

10 Laps-14 miles

Single-seater racing cars complying with the F.I.A. International Formula 2. This Heat will be used to determine the cars qualifying to take part in the Final.

| No. | Entrant and Driver | Car | c.c. |
|-----|---|--------------------|------|
| 21 | Motor Racing Developments Ltd. (Driver: F. Gardner) | Reeco Brabham-Ford | 1594 |
| 22 | Roy Winkelmann Racing Ltd. (Driver: A. Rees) | Reeco Brabham-Ford | 1594 |
| 23 | Witley Racing Syndicate (Driver: R. Widdows) | Reeco Brabham-Ford | 1594 |
| 24 | D. Bridges | Reeco Brabham-Ford | 1594 |
| 25 | David Bridges (Driver: F. W. Smith) | Reeco Brabham-Ford | 1594 |
| 26 | I. Raby | Reeco Brabham-Ford | 1594 |
| 27 | McKechnie Racing Organisation (Driver: C. Lambert) | Reeco Brabham-Ford | 1594 |
| 28 | A. Fletcher | Reeco Brabham-Ford | 1594 |
| 29 | McLaren Racing Ltd. (Driver: B. McLaren) | McLaren-Ford | 1594 |
| 30 | John Coombs (Driver: P. Courage) | McLaren-Ford | 1594 |
| 31 | Tyrrell Racing Organisation Ltd. (Driver: J. Ickx) | Matra-Ford | 1594 |
| 32 | Tyrrell Racing Organisation Ltd. (Driver: To be nominated J.P. Jessup) | Matra-Ford | 1594 |
| 33 | A. M. R. Mallock | U2-Ford | 1594 |
| 34 | Meadspeed Racing (Driver: M. Mosley) | Reeves-Ford | 1498 |
| 35 | Matra Sports (Driver: J. Servoz-Gavin) | Matra-Ford | 1594 |



RESULT

1st..... 29
 2nd..... 32
 3rd..... 30
 4th..... 31
 Winner's Speed..... 90.88 m.p.h.
 Fastest Lap: Car No. 32
 Time..... 53.0 at 94.42 m.p.h.

Event 4

Start 3.05 p.m.

Lap Chart

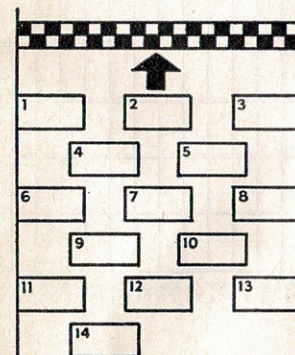
| | LAP | | | | | | | | | | | | | | |
|------|-----|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 1st | | | | | | | | | | | | | | | |
| 2nd | | | | | | | | | | | | | | | |
| 3rd | | | | | | | | | | | | | | | |
| 4th | | | | | | | | | | | | | | | |
| 5th | | | | | | | | | | | | | | | |
| 6th | | | | | | | | | | | | | | | |
| 7th | | | | | | | | | | | | | | | |
| 8th | | | | | | | | | | | | | | | |
| 9th | | | | | | | | | | | | | | | |
| 10th | | | | | | | | | | | | | | | |
| 11th | | | | | | | | | | | | | | | |
| 12th | | | | | | | | | | | | | | | |
| 13th | | | | | | | | | | | | | | | |
| 14th | | | | | | | | | | | | | | | |

THE NORBURY TROPHY

15 Laps—21 miles

For Sports Cars complying with Appendix 'J' Group 4 to the International Sporting Code, in two classes, over 2500 c.c. and 1601 c.c. to 2500 c.c. A qualifying round for the 1967 Autosport Championship.

| No. | Entrant and Driver | Car | c.c. |
|---------------------------------------|---|-----------------------|------|
| Class A—Over 2500 c.c. | | | |
| 41 | Sidney Taylor (Driver: F. Gardner) | Ford GT40 | 4736 |
| 42 | P. Hawkins | Ford GT40 | 4736 |
| 43 | Viscount Downe (Driver: M. Salmon) | Ford GT40 | 4736 |
| 44 | P. Sutcliffe | Ford GT40 | 4736 |
| 45 | J. N. Cuthbert (Driver: E. J. Liddell) | Ford GT40 | 4736 |
| 46 | Malcolm Gartlan (Driver: J. Harris) | Ford GT40 | 4736 |
| 47 | T. J. Drury | Ford GT40 | 4736 |
| 48 | Maranello Concessionaires Ltd. (Driver: R. Attwood) <i>M. Parkes</i> | Ferrari 250LM | 3285 |
| 49 | D. Piper | Ferrari 250LM | 3285 |
| 50 | D. Prophet | Ferrari 250LM | 3285 |
| 51 | J. Edmonds | Ferrari 250LM | 3285 |
| 52 | Drummond Racing Organisation (Driver: R. Feilding) | Ferrari 250LM | 3285 |
| 53 | P. Clarke | Ferrari 250LM | 3285 |
| Class B—1601 c.c. to 2500 c.c. | | | |
| 61 | A. G. Dean (Racing) Ltd. (Driver: A. Dean) | Porsche 906 | 1991 |
| 62 | W. Bradley | Porsche 906 | 1991 |
| 63 | Mefco Racing (Driver: M. Hone or J. Morris) | Porsche 904 | 1966 |
| Reserves: | | | |
| 64 | M. G. de'Udy (1st Reserve) | Porsche 906 | 1991 |
| 65 | S. Luscombe-Whyte (Driver: W. Pearce) (2nd Reserve) | Porsche 904 | 1966 |
| 54 | N. Granville-Smith (3rd Reserve) | Shelby American Cobra | 4727 |
| 66 | J. B. Wingfield (4th Reserve) | Elva Courier | 1823 |



RESULT

| | CLASSES | |
|--------------------------|---------|----------------|
| | A | B |
| 1st..... | 42 | 61 |
| 2nd..... | 48 | 64 |
| 3rd..... | 49 | 63 |
| 4th..... | 41 | |
| Winner's Speed..... | 88.47 | m.p.h. |
| Fastest Lap: Car No..... | 42/48 | |
| Time..... | 55.6 | at 90.0 m.p.h. |

Event 5

Start 3.45 p.m.

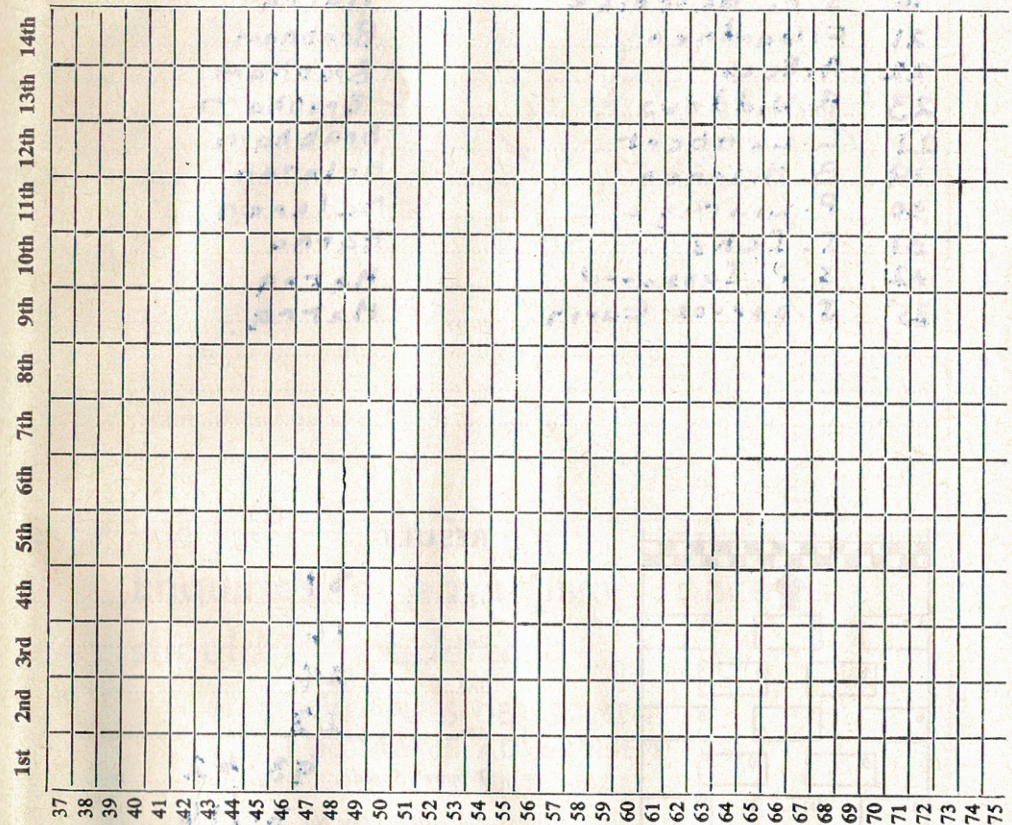
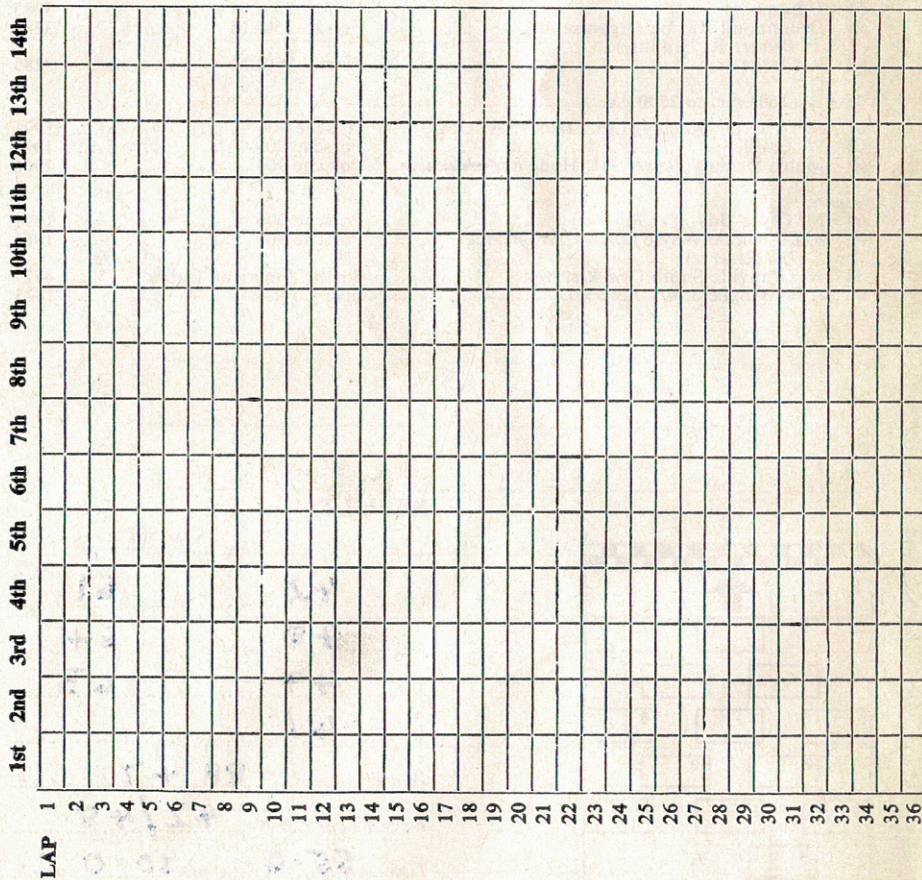
THE BUA INTERNATIONAL TROPHY

75 Laps—105 miles

(Final)

Single-seater racing cars complying with the F.I.A. International Formula 2.
A qualifying round for the 1967 British Formula 2 Championship. See overleaf
to enter competitors for this event.

Lap Chart



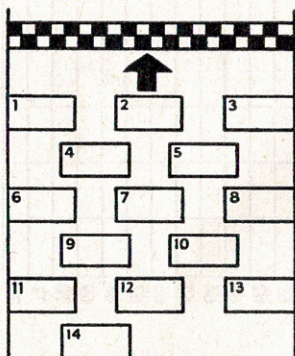
THE BUA INTERNATIONAL TROPHY

(Final)

75 Laps—105 miles

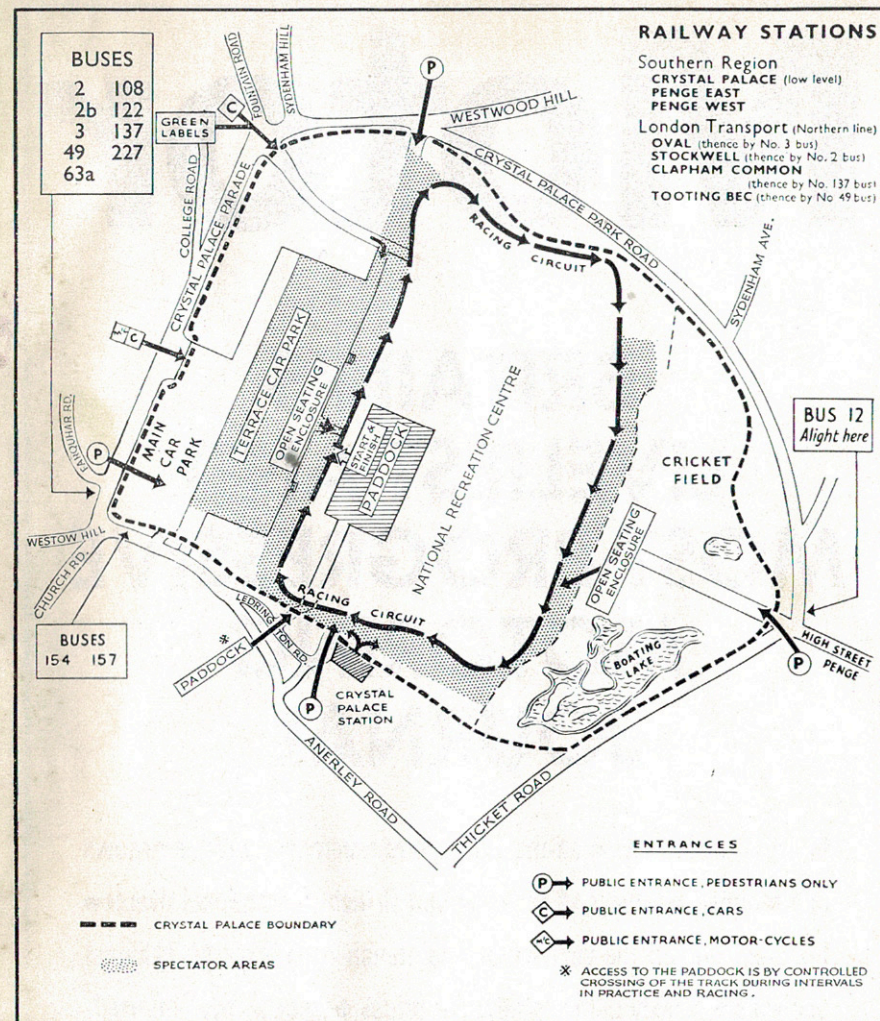
Single-seater racing cars complying with the F.I.A. International Formula 2.
A qualifying round for the 1967 British Formula 2 Championship.

| No. | Entrant and Driver | Car | c.c. |
|-----|--------------------|---------|------|
| 3 | J. Oliver | Lotus | |
| 4 | M. Beckwith | Cooper | |
| 5 | P. Gethin | Cooper | |
| 7 | J. Surtees | Lola | |
| 9 | B. Hart | Protos | |
| 10 | E. Offenstadt | Protos | |
| 15 | R. Lamplough | Lola | |
| 16 | J.P. Belrose | Matra | |
| 21 | F. Gardner | Brabham | |
| 22 | A. Rees | Brabham | |
| 23 | R. Widdows | Brabham | |
| 27 | C. Lambert | Brabham | |
| 29 | B. McLaren | McLaren | |
| 30 | P. Courage | McLaren | |
| 31 | J. Lohr | Matra | |
| 32 | J.P. Jassaud | Matra | |
| 35 | J. Servoz-Gavin | Matra | |



RESULT

1st..... 31
 2nd..... 16
 3rd..... 29
 4th..... 22
 Winner's Speed..... 93.42 m.p.h.
 Fastest Lap: Car No. 31/16
 Time..... 52.9 at 94.59 m.p.h.



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